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RIVER SHIP LINES PRAISED, CRITICIZED

RSFSR RIVER TRANSPORT COMPLETES PLAN -- Rechnoy Transport, No 59, 26 Jul 49

River transport workers on RSFSR small rivers exceeded the second-quarter shipping plan by 63.5 percent according to tons, and 46.5 percent according to ton-kilometers. In comparison with the corresponding period of last year, freight shipments increased 83.5 percent according to tons and 64.5 percent according to ton-kilometers.

The following autonomous-republic, oblast, and kray administrations of the Main Administration of Utilization of Small Rivers for Transport under the Council of Ministers RSFSR had good results during the second quarter: Molotov (Kazantsev, chief), Tatar (Murav'yev, chief), Mari (Zinin, chief), Arkutsk (Savintsev, chief), Vologda (Poleskov, chief), Sverdlovsk (Vasil'yev, chief), Kuybyshev (Ivanov, chief), Novgorod (Burmistrov, chief), Tula (Savchuk, chief), Tyumen' (Mal'tsev, chief), Leningrad (Shinkarev, chief), Kalinin (Bondarev, chief), Krasnodar (D'yakonov, chief), and others.

The Penza (Sharenov, chief), Kurgan (Mal'nikov, chief), Khabarovsk (Zakharov, chief), Arkhangelsk (Savin, chief), Tambov (Dunich, chief), Udmurt (Baranov, chief), Chuvash (Lebedev, chief), and other administrations failed to complete the quarter shipping plan. -- G. Kochurov, Deputy Chief of the Main Administration of Utilization of Small Rivers for Transport, Council of Ministers RSFSR.

DNESTR SHIP LINE NEEDS IMPROVEMENT -- Sovetskaya Moldaviya, No 151, 29 Jul 49

The Dnestr Ship Line is operating unsatisfactorily on several counts. One of the most important requirements for fulfilling the shipping plan is the provision of freight for the ship line. However, the line's directors have not taken the necessary measures to obtain customers. As a result, the line has contracts amounting to only 25 percent of the year's

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shipping plan. Arkhangel'skiy, chief of the ship line administration, has stated that there is no freight to be carried by the river fleet, but this is not true. There is a great amount of freight to be shipped, but many organizations prefer to ship their goods by automobile transport because the ship line does not deliver on schedule.

Ship repair is being carried out unsatisfactorily. Of the 31 ships put into operation after undergoing winter repairs, only four are rated "good." The Bendery ship repair shop equipped the passenger Diesel ship Moldaviya last year. It travelled a few kilometers and then broke down. After undergoing repairs again, it broke down once more after completing its first voyage. The Diesel ships Ukraina and Smelnyy have given similar performances this year.

The Dnestr Ship Line has also failed to introduce socialist competition and advanced operating methods. Not only are some administrative personnel poorly trained, but they are far too numerous. The staff of the administration should be cut down from 35 to 16 or 17. It should also be noted that there are several cases of nepotism among the administrative personnel.

NELOMORSK-OMEGA SHIP LINE SAVES FUEL -- Rechnoy Transport, No 59, 26 Jul 49

The following ships of the Bolomorsk-Omega Ship Line have attained good results in saving fuel: Veresayev (Manaseyev, captain), Roza Iyuksemburg (Matsuta, captain), Osetr (Petrov, captain), Izhorets No 20 (Trifanov, captain), and Gruznya (Nikitin, captain).

AMUR FLEET IMPROVES FINANCES -- Tikhookeanskaya Zvezda, No 166, 16 Jul 49

The Amur River Steamship Line decreased expenditures for all types of operations by 8 percent in the first quarter 1949, exceeded the production plan, and increased the fleet's income by 38 percent. In the first quarter, the line released and returned to the state 500,000 rubles of working capital, and realized more than 10 million rubles in above-plan accumulations during the 6-month period.

IRTYSH STEAMSHIP LINE ANNOUNCES SCHEDULES -- Bol'shevik Altaya, No 130, 20 Jul 49

The Verkhne-Irtysh Steamship Line informs all state and public organizations and private persons that the steamship line will transport passengers, baggage, and freight on passenger steamers. The steamers are equipped with single and double first- and second-class cabins, and trips are made according to schedule on the following lines: Semipalatinsk -- Topolev-Mys, departure from the end points every other day on odd dates; Ust'-Kamenogorsk--Topolev-Mys, departure once in 6 days; Semipalatinsk--Omsk, departure every 5 days. There are dining rooms on all steamers. -- Advertisement

UST'-KAMENOGORSK LANDING IN POOR CONDITION -- Bol'shevik Altaya, No 101, 8 Jun 49

Water transport plays an important part in Vostochno-Kazakhstan Oblast for shipping agricultural machines, spare parts, and other types of freight to rayons on the Irtysh River. One month after navigation had been opened, the Ust'-Kamenogorsk landing (head, Tarasov) was not prepared for receiving freight. The landing place is covered with junk, has no crossings over the railroad lines, and no facilities for loading and unloading freight.

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The reception of freight has not been organized. Long lines of loaded trucks stand at the entrance gates because there is no one to make out bills of lading. Voyevodin, deputy head of the port, who is supposed to handle these documents is seldom on the spot. The unsatisfactory conditions prevailing at the Ust'-Kamenogorsk landing have greatly delayed the shipping of seed for spring sowing, spare parts, machines, and farm equipment.

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